

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS ORIENTAL AGENCY.

Sole Agents for the
UNITED ASBESTOS COMPANY, LTD. LONDON.
DODWELL & CO. LIMITED
General Agents

NEW SERIES No. 1315. 日十初月八年五十二緒光 THURSDAY, SEPTEMBER 14, 1899. 四拜禮 號四十月九英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL (SUBSCRIBED AND PAID UP) Yen 12,000,000
RESERVE FUND " 7,300,000
Head Office—YOKOHAMA

Branches and Agencies.
TOKIO KOBÉ
NAGASAKI LONDON
LYONS NEW YORK
SAN FRANCISCO HONOLULU
BOMBAY SHANGHAI
TIENTSIEN

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARR'S BANK, LTD.
THE UNION BANK OF LONDON, LTD.
HONGKONG AGENCY—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

6 " 4 "
3 " 3 "
S. CHOH, Agent.

Hongkong, 1st August, 1899. [38]

IMPERIAL BANK OF CHINA.
ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

SHANGHAI Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000
Head Office—SHANGHAI

Branches and Agencies.
CANTON HANKOW
CHEFOO PEKING
CHINKIANG SWATOW
FOOCHOW TIENSIN

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3% per Annum Fixed Deposits for 3 months.
4% " " 6 "
5% " " 12 "
E. W. RUTTER,
Acting Manager.

Hongkong, 15th October, 1898. [1237]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital 1,000,000
Paid up Capital 3,343,74

HEAD OFFICE—HONGKONG

Board of Directors:
Chairman Kit Shan, Esq.
Chow Tung Shang, Esq. Kwan Ioi Chuen, Esq.
D. Gillies, Esq. J. T. Lauts, Esq.
Chief Manager
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%
Hongkong, 30th May, 1899. [18]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP 800,000
RESERVE LIABILITY OF SHARE-HOLDERS 1,800,000
RESERVE FUND 500,000

INTEREST ALLOWED ON CURRENT
ACCOUNT AT THE RATE OF 2 PER CENT. PER
ANNUM ON THE DAILY BALANCES.

On Fixed Deposits for 12 months 4 per cent.

" " 6 "

T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 20th May, 1898. [13]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$11,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
R. M. GRAY, Esq., Chairman;
N. A. SIEBS, Esq., Deputy Chairman;
F. E. Goss, Esq.

A. Hault, Esq. A. J. Raymond, Esq.
R. H. Hill, Esq. P. Sachse, Esq.
The Hon. J. J. Keswick E. Sheldon, Esq.
A. McComachie, Esq. R. Shawan, Esq.

CHIEF MANAGER:
Hongkong—Sir THOMAS JACKSON.

MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.

LONDON BANKERS: LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 3% per cent. per Annum.
For 6 months, 3% per cent. per Annum.
For 12 months, 4% per cent. per Annum.

THOMAS JACKSON,
Chief Manager.

Hongkong, 19th August, 1899. [19]

HONGKONG SAVINGS BANK.

THE BUSINESS of the above bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rates may be
obtained on application.

INTEREST on deposits is allowed at 3% per
cent. per annum.

Depositors may withdraw at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4% per cent. per annum.

For HONGKONG AND SHANGHAI
BANKING CORPORATION
THOMAS JACKSON,
Chief Manager.

Hongkong, 1st August, 1899. [20]

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(cont.)

| FOR | SPLAMERS | CAPTAINS | TO SAH. | REMARKS |
|--------------------|---------------------------------|------------------------|---------------------|---------------------|
| SHANGHAI | Commander, F. W. Vibert, R.N.R. | About 15th Sept. | Freight or Passage. | |
| LONDON, &c. Bengal | S. Bancham | Noon, 16th Sept. | Freight or Passage. | |
| JAPAN | Rosetta | C. C. Talbot, R.N.R. | 4 p.m., 16th Sept. | Freight or Passage. |
| JAPAN | Candia | W. H. Haughton, R.N.R. | About 18th Sept. | Freight only. |

(Passing through the Inland Sea). (See Special Advertisement).

4th MARSEILLE.

For Further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 14th September, 1899. [15]

Intimations.

" 'Twas Schlitz that led the Yankee boys
to 'Victory'!!!

That's what they all say.

If it's hot, you must drink and Schlitz is
the swizzle.

Drink it down boys! It was the best
beer on the firing line and can't be
beat in Hongkong!

Dewey Drinks It!!!

Ask for it and be cool!

Wash Manila from your systems!!

WATKINS, LIMITED.

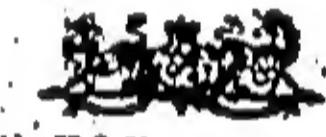


TENDERS FOR SUPPLYING AND FIXING
IRON RAILINGS AND SETTING BACK BOUNDARY
WALL, &c.

PLANS and SPECIFICATIONS may be seen, and Form of Tender obtained, on application to the SUPERINTENDING CIVIL ENGINEER, Works Loan Department.

SEALED TENDERS marked "TENDER FOR IRON RAILINGS, &c." should be sent to the COMMODORE IN CHARGE, H.M. NAVAL YARD, Hongkong, not later than Twelve o'clock Noon, on THURSDAY, the 21st day of September, 1899.

Hongkong, 13th September, 1899. [11718]



TENDERS FOR PHOTOGRAPHS.

PERSONS desirous of tendering for taking PHOTOGRAPHS OF WORKS, when required by the Works Loan Department, are requested to obtain the Informations from the SUPERINTENDING CIVIL ENGINEER.

TENDERS for same should be sent to the COMMODORE IN CHARGE, H.M. NAVAL YARD, Hongkong, not later than Twelve o'clock Noon, on THURSDAY, the 21st day of September, 1899.

Hongkong, 13th September, 1899. [11734]

Entertainment.

THE INSTITUTION OF ENGINEERS
AND SHIPBUILDERS OF
HONGKONG.
INCORPORATED 1891.

NOTICE TO MEMBERS.

A SMOKING CONCERT will be held in the ROOMS of the above Institution, on SATURDAY, the 16th instant, at 9 P.M. Members and their Friend are cordially invited.

ARCHIBALD RITCHIE,
Hon. Sec.
Hongkong, 13th September, 1899. [11734]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSSEN & CO.
Hongkong, 28th May, 1899. [11734]

To be Let.



ROOMS with or without BOARD, in CENTRAL POSITION. Summer Rates.

Hongkong, 17th May, 1899. [11644]

To Let.

OFFICE ROOMS on 1st floor of No. 4 Queen's Road, Central (lately the IMPERIAL BANK OF CHINA). Apply to

Comptador Office,
E. C. HOCHAPPFEL,
Hongkong, 23rd March, 1899. [10308]

PEAK HOTEL AND CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS, 1,350 feet above sea level.

CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK HOTEL.

Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer with perfect protection against the North East Winds in Winter.

Well appointed rooms, attentive service and excellent Cuisine.

GEO. J. CASANOVA, Manager.

Hongkong, 4th January, 1899. [1242]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHEA, HEMORRHAGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesalers.

BY THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers),
9, Old China Street,
Shanghai.

12th October, 1898. [1242]

HONGKONG ELECTRIC COMPANY, LIMITED.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the Hongkong Electric Company, Limited, will be held at the COMPANY'S OFFICES, Queen's Buildings, Victoria, in the Colony of Hongkong, on SATURDAY, the 30th instant, at NOON, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1899.

THE TRANSFER BOOKS of the Company will be CLOSED from the 18th to 30th instant, both days inclusive.

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 11th September, 1899. [11554]

HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE is hereby given that the REGISTRY of SHARES of the Company, will be CLOSED from SATURDAY, the 16th to 23rd day of September, (both days inclusive) during which Period NO TRANSFER of Shares can be Registered.

By Order of the Board,

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 28th August, 1899. [11004]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

SHAREHOLDERS are hereby informed that at a GENERAL MEETING held in LONDON recently an INTERIM DIVIDEND of 3% was declared on the Company's preference Shares for the Six Months ending 30th June, this being at the Rate 6% per Annum.

The DIVIDEND WARRANTS will be ready on the 2nd October. The TRANSFER BOOKS of the Company will be CLOSED from the 20th instant to the 2nd October (both days inclusive).

HOLLIDAY, WISE & CO., Agents.

Hongkong, 11th September, 1899. [11624]

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 28th August

Insurance.

WHY YOU SHOULD INSURE WITH

THE NEW YORK LIFE INSURANCE CO.,
(The Oldest International Life Insurance Company in the World).

SUPERVISED BY 82 GOVERNMENTS.

A POLICY with the Single Condition that the PREMIUMS be paid as agreed. A Policy with no restrictions regarding residence, occupation, travel, habits of life, or cause of death and at the same time including the greatest number of Privileges, Guarantees and Benefits ever embodied in a Single Life Contract. Because we are a purely Mutual Company owned and controlled by the Policy Holders, who alone receive the Profits, having no share or stockholders, with over

GOLD -

of insurance in force To-day.

\$1,000,000,000

The following is a comparison of the three largest Companies:

OFFICIAL FIGURES OF 1898 FOR THE NEW-YORK LIFE, MUTUAL AND EQUITABLE.

The Report of the New-York Life having been filed with the Insurance Departments on January 6th, 1899, and the Reports of the Equitable and Mutual Life having been filed during the last days of February, 1899, the following figures are now obtained from the sworn Reports of the three companies.

The figures here given, after deducting policies not paid for, show only those settled for in cash:

NEW BUSINESS FOR THE YEAR 1898.

| No. of Policies | Amount of Insurance | Premiums |
|-------------------------------------|---------------------|---------------|
| to its owners, the policy-holders | 73,471 | \$152,093,369 |
| Mutual | 51,783 | 126,780,088 |
| Equitable (Capital Stock \$100,000) | 42,390 | 121,467,516 |

The New-York Life led its Nearest Competitor, the Mutual, in placed and paid-for business by \$1,686 new policies, representing Gold \$33,313,000 of insurance, and Gold \$908,000 of premiums.

The New-York Life led the Equitable, its Second Nearest Competitor, by 31,441 new policies, Gold \$30,825,000 of insurance and Gold \$1,567,845 of new premiums.

A line addressed to Mr. A. H. MYERS, Assistant Resident Manager, Hongkong Hotel, will receive prompt attention.

ARNHOLD, KARBERG & CO. and BIRLEY DALRYMPLE & CO., Agents, Hongkong.

[1113a]

To-day's Advertisements.

FOR SALE.

DILEGENTIA LODGE OF INSTRUCTION.

HOTEL BUSINESS IN NORTHERN PORT,
Long Lease at very Low Rental, Good
Paying concern. Owner obliged to return to
England through ill health.

For further Particulars, apply in First Instance,
by Letter to

G.W.W.,
Office of this Paper.

14th September, 1899. [1177a]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR ILOILO AND CEBU.

THE Company's Steamship

"WOOSUNG,"

Captain Dowson, will be despatched as above on SATURDAY, the 16th instant, at 10 A.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents,

Hongkong, 14th September, 1899. [1176a]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES,"

Captain Hall, will be despatched for the above Port, on SATURDAY, the 16th instant, at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LAPRAK & Co.,
General Managers,

Hongkong, 14th September, 1899. [1178a]

NOTICE.

THE Company's Steamship

"HIMUN,"

Captain Davis, will be despatched for the above Ports, on SUNDAY, the 17th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAK & Co.,
General Managers,

Hongkong, 14th September, 1899. [1179a]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO

YOKOHAMA, KOBE AND NAGASAKI.
(Passing through the INLAND SEA.)

THE Company's Steamship

"HIGHENZOLLERN."

Captain H. Krichner, will leave for the above Ports, on or about WEDNESDAY, the 20th instant.

For further Particulars, apply to

MELCHERS & Co.,
Agents,

Hongkong, 14th September, 1899. [1169a]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship

"SACHSEN."

Captain F. Mentz, due here with the outward German Mail about the 19th instant, will leave for the above place about 24 hours after arrival.

For further Particulars, apply to

MELCHERS & Co.,
Agents,

Hongkong, 14th September, 1899. [1169a]

CHINA NAVIGATION COMPANY,
LIMITED.

NOTICE.

FOR TIENSIN AND NEWCHWANG.

THE Company's Steamship

"KWEIYANG."

Captain Outerbridge, will be despatched as above on WEDNESDAY, the 20th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents,

Hongkong, 5th September, 1899. [1135a]

CHINA NAVIGATION COMPANY,
LIMITED.

NOTICE.

FOR MANILA.

THE Company's Steamship

"SUNGKIAN."

Captain Moore, will be despatched as above on FRIDAY, the 22nd instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer.

The Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents,

Hongkong, 14th September, 1899. [1175a]

Intimation.

A. S. WATSON & Co., LIMITED.
ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

PORTS.

For Invalids and General Use.

Per Doz. Case.

B.—VINTAGE, superior quality,
Red Capsule..... \$14.40

C.—FINE OLD VINTAGE, sup-
erior quality. Black
Seal Capsule..... 16.20

D.—VERY FINE OLD VINTAGE
extra superior. Violet
Capsule / Old Bottled) 20.40

SHERRIES.

Per Doz. Case.

B.—SUPERIOR PALE DRY,
dinner wine. Green Seal
Capsule \$10.50

C.—MANZANILLA, PALE
NATURAL SHERRY, White
Capsule 12.00

D.—SUPERIOR OLD DRY,
PALE DRY, choice old wine,
White Seal Capsule 14.40

E.—EXTRA SUPERIOR OLD
PALE DRY, very-fine quality,
Black Seal Capsule / Old
Bottled) 20.40

A. S. WATSON & Co., Limited.
QUEEN'S ROAD CENTRAL.

The Hongkong Telegraph

HONGKONG, THURSDAY, SEPTEMBER 14, 1899.

NOTES AND COMMENTS.

THE "TARTAR."

Our correspondent Hongkong Tradesman appears to have a great grievance against the Authorities for what he calls their mischievous meddling with the transport *Tartar*. We are not of his opinion, and think that the fault, if any, lies at the door of the Americans themselves. They chartered the ship, and it is only reasonable to suppose that in doing so they were fully aware of the number of men she was entitled to carry according to British law. If they were not, then it only serves to show that the department responsible for the chartering of transports did not carry out its duty. It was the American Authorities who sent the *Tartar* to Hongkong, and it was their own men who complained of her overcrowded state. The complaint being made, the Harbour Master could do nothing else than refuse to grant a clearance as soon as he had satisfied himself as to the facts of the case. If the vessel was overcrowded, and she must have been carrying passengers in excess of her licence for action to be taken, then it was the duty of the Harbour Master to act as he did, could not do otherwise. Had he been content to wink at matters and refuse to listen to the complaints put forward, then he would have been responsible had an accident happened, and we do not think that even Hongkong Tradesman would care to have the lives of over a thousand men put upon his hands in this manner. Had the *Tartar* been an American commissioned transport then the Harbour Master could have had no say in the matter. The American Authorities could have packed the men like sardines, had they chosen to do so, and nobody in Hongkong could have raised objections. Tradesman states that, this action of the authorities will prevent the transports from coming here and so be the means of taking thousands of dollars out of the pockets of himself and his confreres. If this should prove to be the case it will be unfortunate, but it cannot be helped. Tradesman must remember that the British law is made for everyone and even a foreign government is bound to respect it. Had the Americans asked for permission to carry an extra number of troops before commencing the voyage there can be no doubt that the dictates of international courtesy would have rendered the granting of such permission an easy matter, but, as they failed to do this, they cannot complain at the British law being enforced.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

J. S. VAN BUREN,
Agent.

Hongkong, 14th September, 1899. [1319]

LET EM ALL COME

TO YEE CHUN'S STUDIO

No. 50, QUEEN'S ROAD CENTRAL, where

PHOTOGRAPHS and PORTRAITS on

IVORY are executed at Moderate Prices.

Hongkong, 2nd May, 1899. [596a]

TELEGRAMS.

REUTER'S TELEGRAMS.

THE TRANSVAAL DIFFICULTY.

LONDON, September 12th.

The last British despatch, which was delivered at Pretoria yesterday, reported to be virtually an ultimatum.

Lieut.-General Sir George White has been appointed to the Natal command. General Sir Redvers Buller will only go to the Cape if an Army Corps is sent—the entire Indian force for the Transvaal will embark on the 25th instant.

OBITUARY.

The death is announced of Mr. Cornelius Vanderbilt, the head of the Vanderbilt family, at New York.

THE PARIS EXHIBITION BOYCOTT.

Several large British firms have notified the British Commission of their withdrawal from participation in the Paris Exhibition.

(From Japanese Papers.)

The Recent Typhoon.

MATSUAMA, September 5th.
The loss of life and damage caused by the recent typhoon in this prefecture (Ehime) is summed up as follows:—828 people killed, 160 injured, and 87 missing; 140 houses demolished, 105 badly damaged and 302 less damaged, in addition to 78 washed away, while 483 houses were inundated.

NITHANA, September 5th.
The losses of Mr. Sumitomo resulting from the Besshi mine calamity are estimated to exceed a million yen when the expenditure for the relief of the sufferers and the repairs to workshops, roads, etc., are included. When direct losses are counted, the total will reach a million and a half.

The bodies washed up along the river Kokuryo remain untouched, as there is no money available to be used in their burial before the village assembly has met. [It seems hardly credible that the Government or local authorities can permit such a state of things.

Mr. Sumitomo, hearing this news, has asked that the bodies should be buried at his expense.

The weather is more settled, but the temperature on the Besshi hill is very low, the maximum being 65° and the minimum 48°. The wounded people are in great difficulties.

THE HONGKONG TELEGRAPH, THURSDAY, SEPTEMBER 14, 1899.

only say that his defense was, that there was no infringement; no such likeness calculated to deceive, and even if there were the defendant had acted quite innocently and was not responsible. He had done nothing to the fins, they were the same as received from the importers as the milk was prepared in Holland and if anybody was to be proceeded against for infringement, which he denied, it ought to be the importers and not the Chinaman who merely refilled the goods as received.

Mr. Wilhelm Engelbert, a representative in Hongkong of Hotz Jacob & Co., whose head office is at Rotterdam, said they had been for the last two years importing the snake brand into the market. It was prepared in Holland. The labels also come from Holland. The boxes are also supplied and have snake brand on the outside. Large quantities have been sold in the Colony. He thought he had sold to the Sui Yik shop. The contact produced of 10th December 1898 showed that 50 cases had been sold to defendant. No complaint had ever been made by the New York Co. of their infringing their trade mark. Their milk went among the Chinese as the Snake Brand. He only knew the price of the "Milkmilk" and not the price of the "Eagle." The price of the Snake Brand was \$1.65 per dozen. There was a great difference between the two labels, the first being that on the top side we put "Snake Brand." Secondly there is an eagle fighting a snake. Further on this one there is imprinted "made in Holland." On the wrapper of the Snake Brand the directions for use are in Chinese characters, on the Eagle Brand there are no Chinese characters. The words impressed on the top of the tin are entirely different and also a slight difference in the size of the tin. Anyway there is a great difference. The Chinese cannot read so they must know very well that one is the "Eagle Brand" and the other the "Eagle and the Snake."

By Mr. Gedge.—All the differences given are in English. The Milk is imported principally for the Chinese. He did not know where his cargoes go; probably into the interior of China. Suppose he were an ignorant Chinaman he would notice the Eagle first as that was the principal factor. The last import was from the Snake brand, in which the snake looks more like a scroll. The Eagles on the Snake brand are not identical with those on the Eagle Brand. The wings are stretched in both cases. This is the first time he had heard of the Hing mark.

He did not know if they could take most other mark than the Eagle as it was taken before his engagement. It is not his intention to receive and he did not know that he did so.

Mr. Hastings said he had one witness to call and would probably take about an hour; he suggested the further hearing be adjourned. His Worship concluded with this suggestion and adjourned the hearing until 2.15 p.m. next Tuesday, defendant being released without bail.

CORRESPONDENCE.

We do not necessarily endorse the opinions expressed in this column.

THE TRANSPORT "TARTAR."

To the EDITOR OF THE "HONGKONG TELEGRAPH":—Sir,—With your kind permission, I should like to raise my voice against this mischievous meddling by Government officials with British shipping. Nearly every report that is now issued on shipping matters shows that although the number of vessels flying the British flag is on the increase, this increase is in no way in proportion to the advance made by other nations and I believe most shipping firms will agree with me when I say that this state of things is mainly due to the vexatious rules enforced by the Board of Trade, which in many instances have forced British owners to fly a foreign flag.

It certainly is not my intention to oppose a proper regard to the safety of British subjects but I do not believe it is the duty of our authorities to interfere in the arrangements made by a friendly Power when, in their estimation, due precautions have been taken to ensure the safety of their subjects on board a British vessel, as in now being done on board the chartered transport *Tartar*. In the whole of this quarrel our officials have seemed to have acted in a most arbitrary manner and have quite lost all ideas of common sense and the fundamental principle of the greatest good for the greatest number. The military officers have not, so I am led to believe, been approached to see if an amicable arrangement could not be arrived at. The refusal of the ship's clearance papers was only grounded on the complaints made by the dissatisfied discharged regulars who were disappointed in not obtaining a first class passage to America without extra payment, the fact being that the British Government has been made to pander for the benefit of a few to the detriment of the many. All on board the *Tartar* are eager to get home and the merchants of Hongkong are eager for the American transports to come to this port, bringing as they must do a great deal of ready money here, and still these advantages have to be gained to suit a few insubordinate discharged soldiers whose chief aim appears to be that they may have a good time and do not mind how much harm they may do others.

Thanking you, Sir, for the insertion of this letter, which I hope may call forth the opinion of other commercial men on the disadvantages accruing from flying the British flag.

I am, etc.,
HONGKONG TRADESMAN.
Hongkong, September 14th, 1899.

AN EXPLANATION.

To the EDITOR OF THE "HONGKONG TELEGRAPH":—Sir,—In your issue of yesterday, 13th inst., you publish an interview with Brig. Gen. Funston U.S.V. in which occurs the following paragraph:—"He also asked that the following might be made public:—since their visit to Hongkong, they had recognised a young man, dressed as an American assistant surgeon, as a deserter from the U.S. Hospital Corps, unfortunately the man decamped before they could have him arrested."

As a great many people have supposed that they referred to me I beg to state that it cannot be so and to request you to publish this letter in order that there may be no misunderstanding. I have never been a member of the Hosp. Corps, U.S.A.; which Corps is composed of non-commissioned officers and men; all Surgeons belonging to the staff.

Detachments of the Hosp. Corps are placed under the command of the Surgeons.

Officers do not desert; but may be absent without leave.

My contract with the U.S. army was annulled on the 15th day of August.

I have never had any connection with the Volunteers, with which branch of the service alone Gen. Funston is connected.

His statement has probably caused some inconvenience to others besides myself and should have been accompanied by names and date.

The facts which I have stated are capable of easy corroboration.

Yours truly,

R. FLEMING-JONES, M.D.,
Ex-Actg. Ass't Surg., U.S.A.
Hongkong, September 14th, 1899.

RINDERPEST.

The following report from Mr. A. Watson, Acting Inspector of Livestock, has been circulated to members of the Sanitary Board:—

Sir,—I have the honour to report on the 5th inst. two animals were admitted into the cattle depot from Kowloon as they appeared to be sick, I had them placed under observation in the Segregation Shed. Their temperature then was No. 1 104.8°, No. 2 103.4° in the 6th inst. their temperature was No. 1 105.2°, symptoms hard breathing and diarrhoea. No. 2 temp. 104.4°, no other symptoms of sickness apparent. At 6 a.m. 7th inst. one animal (No. 1) was found dead and from examination of the carcass and considering the former symptoms I am of opinion that the animal died of rinderpest. The other animal is still under observation. Temp. 103.4° (refuses food, but no other symptoms of sickness apparent yet.) The cattle broker who admitted the animals into depot, refused to either bury the carcass of the animal that died himself or pay the Government coolies for doing so, stating that he had no money to pay the expenses and that the carcass could lie there and stink. I had the carcass buried by the coolies employed at the cattle depot; who thoroughly disinfected their bodies and clothing when finished.

Minutes attached to the report.

G. W. Duggan, 7th inst. These are the two animals I spoke to you (President) about; the second animal is according to the report better than it was yesterday; at least its temp. is lower. Mr. Watson says that although he thinks the disease is rinderpest, yet he cannot be positive as all the symptoms of the disease are not present.

Medical officer of Health, 8th inst.

According to Bylaw 6 the carcass is to be disposed of in such manner as the Board may deem fit, therefore, I presume at the expense of the Board; inform inspector accordingly.

Acting Insp. of Livestock, 9th inst.

I have the honour to report that the animal placed in segregation by me on the 5th inst. and marked No. 2, in my report of the 7th inst., having developed no further symptoms of sickness and the temperature having gradually subsided, till for the last 23 hours, it was normal. I passed it and had it slaughtered this morning.

The following report was circulated to members of the Sanitary Board.

By Dr. James A. Lawson, dated 2nd inst.

I regret to report that yesterday 4 animals (2 bullocks and 2 calves) were admitted to the observation shed at Lap Sze Wan yesterday with signs of rinderpest. I saw them this morning. They were suffering so severely from rinderpest that anticipating sanction, I ordered them to be destroyed at once, as they were in a painful condition.

They arrived from Nai Tan yesterday—the same place as the two came from, which were affected at Kowloon depot earlier in the week. I have no doubt the Chinamen knew they were sick when they were imported. No compensation is paid in this case.

THE PLAGUE.

Cases reported to 13th instant 1,442
Do. do. during past 24 hrs. 4

Total... 1,446

Deaths reported to 13th instant 1,385
Do. do. during past 24 hours.... 4

Total... 1,389

THE INCREASE OF THE SPECIE BANK CAPITAL.

TOKYO, Sept. 2nd.

The directors of the Specie Bank are of the opinion that, though it may be well to double the Bank's capital, it is not necessary to call up the whole amount at once. Half the amount—\$6,000,000—is considered sufficient for the present; the rest being called up as circumstances may require. Even the whole of \$6,000,000 is not to come directly out of the shareholders' pockets, as the profits made by the Bank in handling the public loan bonds for the Government are to be declared as a special dividend and counted in part payment of the proposed increase in capital.—*Kobe Chron. Cor.*

A JAPANESE MARINE COMMISSIONER TO VISIT CHINA.

TOKYO, September 2nd.

The increased attention now being paid to the Far East and its commercial routes by the Governments of Europe and America is about to find a response in Japan. The Communications Department has decided to dispatch a commissioner to China, Talienshan, Shanghai, Hongkong and other ports, who will study the local conditions, of foreign trade and maritime expansion, and more particularly the state of Japanese shipping as carried on under the Subsidy Act. The report that a large Russian steamship company is being organised in view of the opening of Talienshan is to be inquired into, as its coming into existence may affect the Japanese shipping industry. Further, the Government is beginning to realise the difficulties which must attend the ocean-carrying trade as engaged in by Japanese companies, and it is held that whatever loss is incurred under this head must ultimately be recovered from the maritime exploitation of Far Eastern waters. The Government now clearly sees that the only remedy for the present state of things lies in this course. Hence, its anxiety to fully investigate the situation.—*Kobe Chron. Cor.*

DEATH OF GENERAL LE GENDRE.

A telegram from Seoul announces the death on the 2nd instant of General Le Gendre, adviser to the Korean Government. General Le Gendre has for many years been a conspicuous figure in the Far East. In the early seventies he served as United States Consul in Amoy and there acquired a considerable knowledge of Formosan affairs. Coming to Japan just when this country was involved in a dispute with China about the latter's responsibility for an outrage perpetrated by the Formosans against some shipwrecked natives of the Ryukiu Islands, he placed his services at the disposal of the Japanese Government, and was appointed adviser to Mr. Okubo, who had charge of the expedition sent by Japan to inflict punishment on, and seek redress from, the Formosans. General Le Gendre resided in Tokyo for many years after that event. He had been sufficiently rewarded by the Japanese Government for his services in Formosa, and he devoted his life in Tokyo to literary pursuits. In 1886 he received the appointment of adviser to the Government of Korea, in succession to Mr. Mellendorff, and since that time the world has not heard very much about his doings. He must have reached a mature age, for he served in the War of the Secessions in 1863, losing an eye and suffering other severe injuries. He was understood to have been engaged for many years on the compilation of an anthropological work demanding the widest research, but it is to be feared that death has prevented the achievement of that purpose.—*Japan Mail.*

"MORGAN CITY" WRECK.

FURTHER DETAILS OF THE DISASTER.

KOBE, September 6th.

Onomichi, Tuesday night.—I have to-day visited the wreck of the *Morgan City* and walked through and about the beach encampment of the troops she carried. I send first a few supplementary details of the manner of the wreck of the vessel, the subsequent landing of the men and facts bearing on other points passed over in the hastily written account sent yesterday.

All agree in saying that the night of the wreck was a bad one for navigation and the manifold peril of the run through the Inland Sea made the risk the greater. As mentioned in yesterday's account, the troops were all below when, between three and four o'clock of Saturday morning their ship struck. Several of them I have spoken to declare however, that they clearly heard the men on the look-out give the word to the bridge, "Land Ahead," three or four times in succession. It was just on top of the last shout that the vessel took the rocks, so it is said. I mentioned yesterday the expedient of shifting the troops several times in succession to the port and starboard sides of the deck which was employed to assist in moving the transport back off the rocks. The time taken to accomplish this ran to about an hour. The point where the *Morgan City* struck is an irregular headland jutting out from an island into the course through the Inland Sea—it was according to the chart being Ategi Shima, according to the pilot was expecting to make a light which is some four or five miles further on. The place where the ship was beached and is now sunk is a small semi-circular bay on the western face of the island of Ioshima distant probably some four miles straight across the Inland Sea faraway from the head land on which the vessel ran. When the vessel was got clear of the rocks it was at first supposed that she had only slight injury, but it was soon made clear from the rapidity with which the water rose forward that she must be seriously holed. It is stated that the pilot was not in the pilothouse, but the water extends to as much as 42 feet, but be it as it may nothing was given out among the men as to her dangerous state. Her head was made straight for a good beaching point, the water all the while gushing swiftly. It is an open question whether there was much more than a minute or two between the safety of which every man on board now finds himself and the certainty of drowning for a great portion of the troops and crew. As already described, the ship's keel did not find bottom before her stonewall, engineroom, and half the bunkers were flooded. She got down perceptibly for dawn had grown over the Ioshima beach was reached every yard of water she went through, and most of the men saw it. Safety was got by a hair's breadth, as has been said, but even as the ship settled to her bed among the sand numbers of the men jumped clear in the supposition that she was settling to go clean below. Among these many who could not swim, but they were kept afloat by others and nobody went down for good. Every one will do credit to the fine discipline and calm assurance which kept back possible panic. There was naturally some commotion, some excitement and some rushing for life belts but nothing so considerable as to discredit the fine name of the American soldier. The landing of the troops and crew was carried out in daylight which had of course arrived by the time the ship was beached. The sampans and heavier boats of the Japanese were used with the ship's own boats so that a comparatively short time sufficed to put the whole thousand on the land. Moreover the position of the ship permitted the removal of a considerable quantity of miscellaneous stores, cooking utensils, bedding, odd pieces of furniture and other convenient material. The transport lay very nearly bows under but well afloat in the after part. She was stuck firm in the sand at the bow while the rest of her hull swung on the surface as on a pivot. Detachments of the troops were told off to assist in saving what was possible out of the vessel and this work went on right to the moment when she finally got down to lie all her length on sea bottom in five or six fathoms of water. She had heeled over some time before her short warning was given of final sinking. It is not quite clear indeed whether one man did not have too brief warning to save himself. One man on the roll is missing but is reported to have been seen ashore and probably will be found. The ship went down astern about half past three on Saturday afternoon. She now lies about a stone's throw from the beach. Nothing of her hull is above water but about a half of her forecastle head. At high water the sea is having about the O and the R of "Morgan," and from the heights that rise straight from the beach one can see the foalce head stanchions mistily green a foot or two underwater. Three quarters of just the rim of the funnel show and about half the main mast. The ship lies therefore on a steep shelving bank. The beach mentioned is, as may be understood a sight to see. A better spot for the shelter and convenience of shipwrecked men could hardly be found on a long seeking. The semicircular bay is almost narrow enough for men to understand each other shouting across from the two points which are its limits. There is half a square mile of green crop land in the hollow which runs from the beach rising quickly up to the sides of tall precipitous Japanese mountains. The prospect is shut out everywhere except to seaward. Between the green rice fields and the green bay there is the white strip of pebbly beach. Right from horn to horn of the semicircle this white strip is planted with khaki-clad figures topped by the American broad-brimmed pyramidal hat. All day long there is constant movement among the men and this, with the other varied scenes incidental to camp life make the vicinity of the wreck picturesque and lively. The men mostly sleep on the shingle under cover of a sheet of ship's canvas or nothing. They are living well meantime, the supplies from Kobe and from the neighbouring villages and people raising the quality and quantity of the rations above what they have been accustomed to even on the most comfortable days on the voyage.

Arrangements were concluded to-day at Nagasaki for the despatch from that port of a vessel to take off the men on Thursday. The crew of the *Morgan City* will go either to Kobe or Nagasaki for shipment back to the States. Which of the ports they go to has not been decided, but Capt. Dorris is in communication with the American Consul at Kobe on the matter. With regard to the possible salvage of the transport we understand that Capt. Dorris is in negotiation with a firm to undertake what is possible in this direction. The question of the insurance of the ship is in a doubtful position. Capt. Dorris not knowing whether the American Government or the owners hold the rights in this matter.

17.—Conversation should be simple yet polite and must not take too much of the foreigner's time.

18.—When ushered into a room before the master, take a seat but do not touch the decorations or articles in the room.

19.—Don't spit in or out of the room. Never smoke in presence of a lady.

20.—Leave the doors or gate at your exit just as they were when you entered.

21.—Dress your hair and beard always. Dirty clothing and an unkempt head are an insult in civilised countries.

22.—Cut the finger nails properly and keep them clean.

23.—Button up your uniform and pay special attention to the trousers.

24.—Keep your boots clean always.

25.—Keep your handkerchief clean and never carry a soiled one.—*Kobe Herald.*

we are likely to be in the fighting line round Manila." Lieut. Bates made special mention of the skill with which Capt. Dorris had brought the ship to beach, remarking that in less able hands the ship might have gone down in deep water. It is unfortunate that the captain and the chief officer should have been almost the only individuals to lose all their personal belongings. This arose through the sudden and unexpected collapse of the ship.

The *Morgan City* was a vessel of 3,000 tons and was owned in New York.—*Kobe Herald.*

JAPANESE YARN.

The *Osaka Mainichi* states that the demand for Japanese yarn continues to increase year after year. The increase in the demand it considers partly due to the increase in the facility of communications, the opening of various ports largely extending the field of sales of the yarn, but chiefly to the remarkable increase in the number of weaving looms in the interior.

SHIPPING REPORTS.

Captain Filmer of the steamship *Hongkong Maru*, from San Francisco, reports:—Fine weather throughout.

Captain Conradi, of the steamship *Moyam*, from Liverpool, reports:—Fine weather throughout the passage.

Captain Davis, of the steamship *Haimun*, from Tamshui, reports:—Moderate N.E. winds, fine cloudy weather throughout. Vessels in Amoy:—Irene, Amoy, Nestor, Jason, H. Long, C. H., Keang, Vale of Wood, and a Japanese cruiser, in Swatow:—Kiangnan, Dagnar, Kwei Lam, British steam-launch, for Macao. Tartar, British str., for Yokohama.

Departures.

Sept. 14, Hanoi, French str., for Hoioh.

Sept. 14, P. C. Kiao, British str., for Swatow.

Sept. 14, Tsurugisan Maru, Japanese str., for Kuchinozu.

Sept. 14, Marie Valérie, Austrian str., for Shanghai.

Sept. 14, Esmeralda, British str., for Manila.

Sept. 14, Hatchet, British str., for Swatow.

Sept. 14, Charterhouse, British str., for Ambry.

Passengers—Arrived.

Per Ayune, from Singapore—450 Chinese.

Per Haimun, from Coast Ports, Mass.

Denison, Mehti, and 115 Chinese.

Per Hongkong Maru, from San Francisco, &c.—Mrs. E. B. Gose, Mrs. W. Avery, Mrs. W. S. Biddle, maid and infant, Mrs. H. G. Bishop, Lieut. J. H. Rowen, T. H. Hibbert, C. M. Jenkins, A. Ekatsche, Capt. S. Tomioka, European and 41 Chinese in steerage.

Per Suevia, from Swatow—Capt. Burney, and Engineer Coglan.

Per Bengal, from Shanghai for Port Said.

Mr. H. F. Grieving, for Calcutta via Bombay.

Mr. F. Smith, for Hongkong—Messrs. C. E. Holworthy, Wong and servant, Miss M. Kelly, Mr. R. M

THE HONGKONG TELEGRAPH, THURSDAY, SEPTEMBER 14, 1899.

CONSULAR REPORT ON BRUNEI.

MR. ARTHUR KEYSER.)

All that remains of the once vast territories of the Kingdom of Brunei are about 15,000 square miles with a population of some 54,000 people of various origin. The most important rivers and districts dependent upon them have been at different times ceded to the Governments of British North Borneo and Sarawak. The Sultan Hassain Jalul Alam Akademid is an independent sovereign with despotic power, though certain great chiefs act as Ministers and are accorded a voice in the Government of the country. The climate is similar to that of Sarawak, and is healthy under certain conditions. The chief town of Brunei is built on the water in one of the upper reaches of the Brunei River. Here the Sultan and all the high officials reside. From once being a city of importance, this has now degenerated into a vast collection of hovels inhabited by some 10,000 people, who do little or no work and subsist on the prawns and small fish found in the mud beneath their houses. At low tide the place is offensively unsanitary. Nothing whatever is done to improve the condition of the town or its inhabitants. Except on rare State occasions neither the Sultan nor his chief Ministers have been outside of their own dwellings for years. The people are incurably lazy and live chiefly on what they can extort from their neighbours and the inland tribes, who, to some extent, cultivate the soil. Brunei has a good harbour and the river is navigable for vessels of light draft up to and beyond the chief town.

The soil on the banks of the river is well adapted for the planting of coconuts, judging from the appearance of those few dots of cultivation which serve to accentuate the vast stretches of land which are seen to have been untouched and neglected. The interior possesses fertile land in abundance, suitable for growing all those products now cultivated in the neighbouring countries. The prosperity of Brunei is a legend of the past, and its recurrence now remains but a possibility of the future. It therefore serves no good purpose to give any full details descriptive of its present period of decay.

The approximate revenue collected is, so far as can be ascertained, \$10,746, say £1,073. The collection of the taxes is farmed out to Chinese traders and native money-lenders. The principal income of the Sultan and his chiefs is derived from the payments made by the Governments of British North Borneo and Sarawak for lands at various times ceded to them.

Trade.—The s.s. *Romeo* of Messrs. Holt's blue funnel line, which visits Brunei once a month, has recently, with others, been transferred to a German firm. This steamer imports cloth, rice, kerosene oil, hardware, &c., bringing from 20 to 50 tons a trip. The exports chiefly consist of sago, although during the last three years the trade in that article has greatly decreased. Formerly 200 bags were shipped each time of sail, but now the average is from 600 to 700 bags. The reason given for this decrease is that since Limbaing has passed to the Sarawak Government the sago from that river which used to be exported via Brunei is now sent to Kuching in the Rajah's steamers.

The owners of the s.s. *Romeo* have an arrangement with the Sultan that other ships calling at Brunei for trade must pay to them the port dues, which are \$88 each trip. The company who owned the steamer paid a sum of money down for 75 trips. They also keep up all the beacons in the river and the mooring posts at the wharf.

Oil and Coal.—The country is supposed to be rich in oil and the representatives of a company who have obtained a concession from the Sultan are now prospecting there. By a concession formerly granted to M. Cowie, managing director of the British North Borneo Company, but since transferred to Rajah Brooke, the Sultan granted a monopoly to work coal in his dominions. The only mines worked are at Muara, which exports some 14,000 tons annually. There is no other coal exported from Brunei, though there is reason to believe that it exists in superior quality in other parts of the country. Other valuable minerals are said to be found in Brunei, but there is not sufficient evidence to warrant their obtaining mention here.

SOME SPECULATION AS TO THE COLOUR OF THE FIRST MAN.

(London Mail.)

In the first of a series of articles upon anthropological data which Prof. Arthur Thompson is writing for *Knowledge* he discusses the original colour of mankind and weighs some evidence bearing upon the question whether the earliest races were black or white.

At the same time he mentions Alfred Russell Wallace's idea that primitive man was a Mongol. This would infer that our original colour was yellow, and when we consider the civilization of remote times which existed among the Chinese, that the people of Europe sprang from Asiatic stock, and that the identity of the earliest cave dwellers in this country and in France with the Eskimos (also Mongols) has been demonstrated, this view does not seem so very unlikely. Prof. Thompson characterizes the theory as suggestive, but goes into none of these outside details, confining himself to a study of skin, hair and their pigments.

Sorby, he says, isolated three pigments, using hair as the most convenient subject for experiment. In light-coloured hair a brown red and yellow pigment occurs, to which in black hair a black coloring matter is added, and it is a remarkable fact that there may be in a negro's "wool" as much red pigment as in the European variety, sometimes alluded to as "carrots."

Again, when a piece of white skin is grafted (as is often done in modern surgery) upon a black man, it becomes black, while black upon a white man loses its pigment. This, Prof. Thompson thinks, supports the theory that man has developed a white skin from a black, rather than the other alternative.

Other interesting points are brought forward. For instance, there is always a certain amount of pigment in the skin of even fair people, that is, of the red and yellow kinds found in hair, but not enough to prevent the blood in the vessels which do not come near the surface than the true skin showing through the semi-transparent layers of the epidermis.

Bronzing through exposure to the sun is due to an increased blood supply and a corresponding development of freckles and pigmented spots, similar in structure to the general skin of darker races, while dark-complexioned people among us have, in addition to the ordinary pigments, a trace of the black colour of the negro, more commonly present in our hair.

There is not, however, enough to destroy the radical fairness of our skin, though in exceptional situations (such as in the arm pits) its presence may be very evident.

Gillmore and Men All Right. WASHINGTON, Aug. 14th.

The Secretary of the Navy to-day received the following from Rear-Admiral Watson at Manila:

"Escaped Spanish prisoners report Gillmore and thirteen other Americans—eight sailors and five soldiers—confined at Vigan July 27; four sailors in hospital with sore legs [Gillmore well treated] supplies sent by Admiral never reached."

"WATSON."

Auctions.

GOVERNMENT NOTIFICATION.

No. 492.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY,

the 18th day of September, 1899, at 3 P.M., are published for general information.

By Command, J. H. STEWART LOCKHART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, and September, 1899. [1159a]

Particulars of the letting by Public Auction Sale, to be held on Monday, the 18th day of September, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Yau Ma Tei, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.

| No. of Sale. | Registry No. | Boundary Measurements. | Locality. | Content in Square Feet. | Annual Rent. | Upper Price. |
|--------------|--------------|------------------------|---------------------|-------------------------|--------------|--------------|
| | | | | | | |
| 1 | 1 | Yau Ma Tei | 350 ft. 6 in. 6 ft. | 11734 | 1 | 11734 |

Kowloon, 12th September, 1899. [1160a]

GOVERNMENT NOTIFICATION.

No. 493.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY,

the 18th day of September, 1899, at 3.15 P.M., are published for general information.

By Command, J. H. STEWART LOCKHART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 2nd September, 1899. [1161a]

Particulars of the letting by Public Auction Sale, to be held on Monday, the 18th day of September, 1899, at 3.15 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Mong Kok Tsui, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.

| No. of Sale. | Registry No. | Boundary Measurements. | Locality. | Content in Square Feet. | Annual Rent. | Upper Price. |
|--------------|--------------|------------------------|-----------------------------|-------------------------|--------------|--------------|
| | | | | | | |
| 1 | 1 | Mong Kok | 370 ft. 4 in. 493 ft. 4 in. | 11736 | 1 | 11736 |

Hongkong, 13th September, 1899. [1170a]

GOVERNMENT NOTIFICATION.

No. 494.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY,

the 18th day of September, 1899, at 3.30 P.M., are published for general information.

By Command, J. H. STEWART LOCKHART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 2nd September, 1899. [1161a]

Particulars of the letting by Public Auction Sale, to be held on Monday, the 18th day of September, 1899, at 3.30 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.

| No. of Sale. | Registry No. | Boundary Measurements. | Locality. | Content in Square Feet. | Annual Rent. | Upper Price. |
|--------------|--------------|---|----------------------------------|-------------------------|--------------|--------------|
| | | | | | | |
| 1 | 1 | Queen's Road East (on the Hill side opposite from Ship St.) | 60 ft. 6 in. 45 ft. 45 ft. 6 in. | 2,700 | 37 | 810 |

Hongkong, 13th September, 1899. [1168a]

GOVERNMENT NOTIFICATION.

No. 495.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY,

the 18th day of September, 1899, at 3.45 P.M., are published for general information.

By Command, J. H. STEWART LOCKHART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 2nd September, 1899. [1161a]

Particulars of the letting by Public Auction Sale, to be held on Monday, the 18th day of September, 1899, at 3.45 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.

| No. of Sale. | Registry No. | Boundary Measurements. | Locality. | Content in Square Feet. | Annual Rent. | Upper Price. |
|--------------|--------------|---|----------------------------------|-------------------------|--------------|--------------|
| | | | | | | |
| 1 | 1 | Queen's Road East (on the Hill side opposite from Ship St.) | 60 ft. 6 in. 45 ft. 45 ft. 6 in. | 2,700 | 37 | 810 |

Hongkong, 13th September, 1899. [1168a]

GRIMAUT'S SYRUP OF HYPO-PHOSPHITE OF LIME FOR DISEASES OF THE CHEST.

All suffering from Catarrh, Consumption, Obstruction, Coughs or Cold, and those affected with Diseases of the Chest, Lungs and Bronchial Tubes, should take.

GRIMAUT'S SYRUP OF HYPO-PHOSPHITE OF LIME Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed.

Grimalt's Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.

Grimalt's Syrup has a rose colour, and is sold in flat oval bottles. Beware of Imitations.

GRIMAUT & CO., Paris. Ed. by all French

Consignees.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

1. THE Steamship

"MARIA VALERIE," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. This vessel brings Cargo:

From Command, J. H. STEWART LOCKHART, Colonial Secretary.

Hongkong, 2nd September, 1899. [1159a]

2. THE Steamship

"SALVADORA,"

THE HONGKONG TELEGRAPH, THURSDAY, SEPTEMBER 14, 1899.

Estimations.
THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS.

Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—13, PRAYA CENTRAL.

For full particulars &c., &c.,

Apply to

W. STUART HARRISON,

Manager.

Hongkong, 18th January, 1898. [135]

AN APPEAL.

THE SUPERIORITY of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Post' Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies' and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiority will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 2nd April, 1892. [493]

The Share Market.

LATEST QUOTATIONS.

(September 14th.)

Banks.

Hongkong and Shanghai Banking Corporation

—350 per cent. prem.

The Bank of China & Japan, Ltd.—(Preference) nominal.

The Bank of China & Japan, Ltd.—(Ordinary)

—5 buyers.

The Bank of China & Japan, Ltd.—(Deferred)

—55 buyers.

National Bank of China, Ltd.—\$26 buyers.

Doll. Do. Do. —\$21 buyers.

Marine Insurances.

Union Insurance Society of Canton, Ltd.—\$60.

China Traders' Insurance Co., Limited—\$63.

North China Insurance Co., Ltd.—Tls. 100.

Yangtze Insurance Assoc. Ltd.—\$224.

Caston Insurance Office, Ltd.—\$150.

Strait's Insurance Co., Ltd.—\$56.

Fire Insurances.

Hongkong Fire Ins. Co., Ltd.—\$330.

China Fire Ins. Co., Ltd.—\$88.

Shipping.

Hongkong, Canton, & Macao Steamboat Co., Limited—\$34.

Indo-China Steam Navigation Company, Ltd.—\$714.

China and Manilla S.S. Co., Ltd.—\$91.

Douglas Steamship Co., Ltd.—\$52.

China Mutual S. N. Co., Ltd.—(Preference)

—50 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)

—55 buyers.

China Mutual S. N. Co., Ltd.—(\$ Ordinary)

—55 buyers.

Star Ferry Co., Ltd.—\$19.

Refineries.

China Sugar Refining Co., Ltd.—\$14.

London Sugar Refining Co., Ltd.—\$14.

Mining.

Fusion Mining Co., Ltd.—\$9.

Do. Preference Shares—\$2.

Société Française des Charbonnages du Tonkin—\$440.

Quicksilver Mines, Limited—\$50.

Johns Mining and Trading Co., Ltd.—\$135.

Malaya Gold Mining Co., Ltd.—\$63.

Malaya Gold Mines, Ltd.—(A) \$1.

Malaya Gold Mines, Ltd.—(B) \$7.

Great Eastern and Caledonian Gold Mining Co., Ltd.—\$3.

Visitors at the Windsor Hotel.

Mr. March M. Bela Mr. H. Bass
Mr. and Mrs. W. A. Mr. and Mrs. Reyes
Brogga and children
Mrs. J. de Camille Mr. and Mrs. Robinson
Mr. Ernest Dade Mr. T. A. Ross
Mr. J. Kennedy Mr. H. Shawl
Mr. H. Martin Mr. A. Simon
Mr. W. D. Norton Mr. V. Sorensen
Mr. and Mrs. Oria and Mr. W. A. Sprak
children Mr. Alex. Wait
Mr. M. Pardo Mr. and Mrs. James
Mr. and Mrs. David Wait
Park Mr. E. J. Young

VESSELS IN PORT.

Steamers.

CARLISLE CITY, British steamer, 1,894, Thos. Aitken, 7th Aug.—Moj 2nd Aug., General—Butterfield & Swire.

CHUNSHAN, British steamer, 1,418, E. J. Buller, 9th Sept.—Java. Portis 1st Sept., Sugar—Jardine, Matheson & Co.

CLARA, German steamer, 675, A. Hansen, 13th Sept.—Haiphong and Hoihow 12th Sept., General—Jebens & Co.

EMPEROR OF JAPAN, British steamer, 5,904, G. D. Bowles, R.N., 13th Sept.—Vancouver 22nd Aug., and Shanghai 9th Sept., Mails and General—C. P. R. Co.

GÄLIC, British steamer, 2,691, Wm. Finch, R.N.R., 6th Sept.—San Francisco 9th Aug., Honolulu 16th, Yokohama 29th, Kobe 3rd, Nagasaki 1st Sept., and Shanghai 4th, Mails and General—O. & O. S. Co.

GLENFARO, British steamer, 3,647, F. Selly, 13th Sept.—Singapore 7th Sept., General—Jardine, Matheson & Co.

HATING, French str., 905, M. Jenssen, 13th Sept.—Haiphong and Hoihow 12th Sept., General—A. R. Mart.

HERMES, Norwegian steamer, 849, J. C. Jensen, 13th Sept.—Tientsin via Chefoo 5th Sept., General—C. E. & M. Co.

HOHENZOLLERN, German steamer, 2,039, H. Kirchner, 11th Sept.—Yokohama 1st Sept., Kobe 5th, and Nagasaki 7th, General—Melchers & Co.

JOHN SANDERSON, British steamer, 2,089, J. Erskine, 6th Sept.—Singapore 30th Aug., General—Dowdell & Co.

KACHIDOKI MARU, Japanese steamer, 2,143, S. Fujiki, 13th Sept.—Kuchinozu 8th Sept., Coal—Mitsui Bussan Kaisha.

KAWACHI MARU, Japanese steamer, 3,690, J. Thompson, 13th Sept.—London and Port 4th Aug., General—Nippon Yusen Kaisha.

KEONG WAI, British steamer, 1,115, R. Unsworth, 11th Sept.—Saigon 7th Sept., Rice—Yue Fat Hong.

KONG BENG, British steamer, 862, F. W. Joslin, 13th Sept.—Saigon 9th Sept., Rice—Woo Kee.

LEGASPI, Spanish steamer, 365, Antonio Tribar, 4th Sept.—Manila 1st Sept., General—Order.

LIGHTNING, British steamer, 2,122, S. H. Bolson, 10th Sept.—Calcutta 25th Aug., Penang and Singapore 4th Sept., General—David, Sassoons & Co.

MAIDZURU MARU, Japanese steamer, 667, T. Nagata, 13th Sept.—Amoy and Swatow 12th Sept., General—Mitsui Bussan Kaisha.

MAKIMON, British steamer, 859, N. G. Major, 12th Sept.—Bangkok 3rd Sept., Rice—Yue Fat Hong.

PICCIOLA, German steamer, 875, E. Schipper, 9th Sept.—Saigon 8th Sept., Rice—Chinese.

RIODUN MARU, Japanese steamer, 2,922, J. W. Ekstrand, 12th Sept.—Moj 7th Sept., General—Nippon Yusen Kaisha.

ROSETTA, British steamer, 2,039, C. G. Talbot, R.N.R., 13th Sept.—Yokohama 6th Sept., Mails and General—P. & O. S. N. Co.

SABINE RICKMERS, British steamer, 660, Nasbet, 13th Sept.—Shanghai 9th Sept., Ballast—Arnhold, Karberg & Co.

SANDAKAN, German steamer, 1,374, E. Mühl, 2nd Sept.—Sandakan 28th Aug., Timber—Melchers & Co.

SUISING, British steamer, 1,776, E. J. Todd, 24th Aug.—Calcutta via Penang and Singapore 18th Aug., Opium and General—Jardine, Matheson & Co.

TAICHOW, British steamer, 862, P. Primrose, 9th Sept.—Bangkok 2nd Sept., General—Butterfield & Swire.

TAIWAN, British steamer, 1,459, R. Nelson, 3rd Sept.—Melbourne 22nd July, Sydney 20th, Brisbane 1st Aug., Townsville 4th, Cooktown 6th, Thursday Island 13th, Port Darwin 17th, and Manila 31st; General—Order.

TARTAR, British steamer, 2,768, H. Pybus, R.N.R., 6th Sept.—Manila 3rd Sept., Ballast—C. P. R. Co.

UNITY, Norwegian steamer, 920, F. Hansen, 14th Sept.—Samwang 1st Sept., Sugar—Lauts, Wegener & Co.

SAILING VESSELS.

CHALLENGER, American ship, 142, Gould, 12th Sept.—Manila and Sept., Ballast—Arnold, Karberg & Co.

GOVERNOR ROBBIE, American ship, 1,627, Nichols, 1st Aug.—New York 5th May, Kerosine Oil—Standard Oil Co.

HUTTON HALL, British ship, 1,989, Thos. Turner, 5th Sept.—Tacoma 25th June, Flour—Order.

JOSEPHUS, American ship, 1,547, P. Gilkey, 30th Aug.—New York 23rd April, Case Oil—Standard Oil Co.

RETRIEVER, British schooner, 96, Parker, 8th Sept.—Honolulu 16th July, Ballast—Order.

ST. DAVID, American ship, 1,400, Lyons, 16th Aug.—San Francisco 3rd June, Flour—Order.

STRICKLAND, British steamer, 1,000, Capt. Astromoff, 14th Sept.—Samwang 1st Sept., Sugar—Lauts, Wegener & Co.

Vladimir Monomach, Russian cruiser, 6,000 tons Prince Ouchotomsky, at Port Arthur.

Yakout, Russian gunboat, 16 guns, 890 h.p., Com. Witthoff, at Vladivostock.

Zabotska, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Port Arthur.

Zembla, Russian gunboat, 95 tons, 12 guns, 300 h.p., Com. J. N. Hemphill, at Manila.

Chinette, 400 tons, 12 guns, 472 h.p., Chink, 400 tons, 12 guns, 472 h.p., Chin-Pai, 500 tons, 12 guns, 455 h.p., Chin-Chu, 500 tons, 12 guns, 455 h.p.

Tsuru, 875 tons, 6 guns, 500 h.p., Torpedo-guns, 2,500 h.p.

Takao, 620 tons, 10 guns, 700 h.p., at Chefoo.

Atago, 620 tons, 10 guns, 700 h.p., at Manilla.

Maya, 620 tons, 10 guns, 700 h.p., at Manilla.

Chikao, 620 tons, 10 guns, 700 h.p., at Fusan.

Soko, 572 tons, 4 guns, 400 h.p., Soko, 600 tons, 6 guns, 400 h.p.

Chin-Pai, 500 tons, 8 guns, 455 h.p.

Chin-Chu, 500 tons, 8 guns, 455 h.p.

Tsuru, 875 tons, 6 guns, 500 h.p., Torpedo-tubes, 5